



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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Transportation Update

April 2005

CMA Adopts Cost Sharing Plan for SMART Corridors Program

At its April meeting, the CMA adopted a cost sharing plan in concept that will fund the ongoing operations and maintenance costs associated with the East Bay SMART Corridors program. The program uses advanced technology to better manage key local arterials and includes signal upgrades, bus priority, incident management, fire vehicle priority and other elements. Operations and maintenance costs would be shared among the CMA, local agencies in Alameda and Contra Costa counties, MTC and transit operators. Discussions continue with the various funding partners to secure the necessary commitments. The CMA cost sharing plan provides a basis for these discussions.

Transportation Fund for Clean Air Program Adopted

The CMA has adopted its final 2005-2006 TFCA Program. A four-dollar per vehicle annual registration fee is levied by the Bay Area Air Quality Management District to fund this program. The CMA administers 40% of the funds received in Alameda County. The 2005-06 program includes:

- Bicycle projects in Berkeley, Livermore and at selected BART stations;
- Arterial traffic management in the City of Oakland;
- Compressed natural gas facility improvements in Union City; and
- A vehicle scrappage program.

This last project buys cars from the public manufactured prior to 1984. These older vehicles are highly polluting. This program has been shown to be very effective in reducing air pollution from mobile sources.

CMA to Begin West Oakland Community Based Transportation Plan

MTC has approved \$60,000 for the CMA to prepare a Community Based Transportation Plan in West Oakland. This is the second of four plans MTC will fund in Alameda County. A plan for central county was completed last year. Plans for East Oakland and West/South Berkeley will follow shortly. These plans seek to identify needed transportation improvements in communities that are economically disadvantaged. The plan for the central part of Alameda County identified such things as sidewalk and bus service improvements. The West Oakland plan is scheduled to be completed in December.

MTC Presents Transit Oriented Development Policy to CMA

At the CMA's April meeting, MTC staff described a draft policy being developed for Commission consideration. The policy focuses on transit oriented development relating to new transit lines and seeks to increase transit patronage so that new transit services are more productive. The MTC is expected to consider the policy at its meetings in June.

Mobility Monitor Available

The CMA distributes the Mobility Monitor each year based on a summary of its annual Performance Report. The Monitor summarizes the conditions on the County's freeways and roads, transit service conditions, and other factors that describe the performance of the transportation system. This report also

records the changes in conditions over time, such as the changes in congestion resulting from population growth and improvements intended to reduce congestion. The report is available on the CMA's web site.

At Risk Reports Available for Federal and TFCA Funded Projects

The Quarterly At Risk reports for projects programmed with federal and TFCA funds are available at the CMA offices or on the CMA's web site. These reports indicate which projects need attention in order to meet the CMA and statutory deadlines.

Legislation

ACA 4 (Plescia) and ACA 11 (Oropeza) – These measures would change the State constitution to delete the provision authorizing the Governor and Legislature to divert Proposition 42 transportation revenues to the general fund. ACA 11 would also authorize loans of transportation funds, put conditions on these loans and require interest. The CMA Board supports these measures in concept.

AB 1714 (Plescia) -- This bill would place the responsibility of funding the Bay Area toll bridge seismic retrofit program on MTC and authorizes MTC to redirect local toll revenues and county share funds to the toll bridge seismic retrofit program. The CMA Board opposes this bill.

AB 1462 (Torrico) – This bill would permit a local alternative to be developed for the section of Route 84 between Route 238 and I-880 and would dedicate the sale of excess right of way to that alternative. The CMA supports this bill.

SB 1024 (Perata) -- This bill would enact the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005 to authorize \$7.7 billion in general obligation bonds for seismic retrofit of toll bridges, levee improvements, restoration of Proposition 42 transportation funds, port infrastructure and security projects, environmental

enhancement projects, and local transportation needs. The Board supports this bill in concept.

Deadlines to Note

Local Street & Road Maintenance, Rehabilitation, Safety Funding -- \$6.4 million
Draft Road Program May 2005
Final Road Program June 2005

Congestion Management Program – 2005 Update
Draft June 2005
Final September 2005

Upcoming Meetings

<i>May</i>	3	CMA Technical Advisory Committee
	6	Tri Valley Triangle Analysis Policy Advisory Committee
	9	CMA Administration & Legislation Committee
	9	CMA Plans & Programs Committee
	25/26	CTC (Sacramento)
	26	CMA Board Meeting
<i>June</i>	3	Tri Valley Triangle Analysis Policy Advisory Committee
	7	CMA Technical Advisory Committee
	13	CMA Administration & Legislation Committee
	13	CMA Plans & Programs Committee
	16	San Pablo Ave Policy Advisory Committee
	23	CMA Board Meeting

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